

SAPC 146 /

15 September 1955

MEMORANDUM FOR THE RECORD

SUBJECT: Fuel Conference

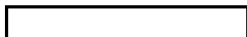
1. The following individuals were in attendance:



Mr. Keller, Headquarters, ARDC (not knowledgeable)  
Mr. Hudson, Wright-Patterson Air Force Base (not knowledgeable)  
Col. Fink, DCSD, Headquarters, USAF (not knowledgeable)

2. I briefed the last three individuals regarding the sensitiveness of all of our discussion. I impressed them with the fact that they should not discuss this conference with their superiors or any other individuals with whom they work.

3. I reviewed the present fuel contract with Shell Oil Company and stated that as far as all participants are concerned, the fuel is entirely satisfactory and meets all requirements for which it was designed. There is one exception to the fuel characteristics of which we are not positive as yet. It appears that the freezing temperature may be too high to be fully satisfactory under all climatic conditions. Information was requested as to what could be done to lower this freezing point. Mr. Hudson indicated that there are in existence fuels with lower freezing points that generally meet the characteristics of our special Shell fuel. He continued by stating that JP-1 fuel is identical with the Shell lighter fluid with the exception of high temperature characteristics. He added that the high temperature characteristics could be obtained with very little additional cost. Discussion followed questioning the validity of our specially procured fuel since it appears that JP-1 can satisfy all requirements. It was concluded that both the Shell Oil Company and Pratt-Whitney will be queried on the possibility of using standard JP-1 fuel, modified for high temperatures conditions in our special aircraft.

4. We discussed fuel shipment problems to the test site and also to overseas bases. It was determined that we could schedule fuel shipments to  on an on-call basis and action was immediately taken to delay the October 1-50,000 gallon shipment to October 15. With regard to overseas shipment problems, it became apparent that these arrangements would be most difficult because of the small quantities involved. It was pointed out that if we switch to the JP-1 type, this fuel is readily

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available at many overseas stations. The final solution of shipment will have to be determined after we have finalized on the specific type of fuel to be procured for the operation phase.

25X1 5. Mr. Hudson stated that he had tested samples of fuel from the [redacted] dispensing system. This fuel checked identically with previous samples and was in compliance with the Shell lighter fluid specification. He suggested that no further fuel sample tests are required.

6. Regardless of the type of fuel to be procured, it was indicated that the Air Force could provide funds through various channels to procure the limited quantities required for our special operation. If it is necessary to continue with our present fuel, Mr. Hudson will develop a special USAF specification for this fuel. It will be used as the basis for additional procurement. Thus no special funding arrangements need be made in this respect.



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